

(ESTABLISHED 1881.)

\$3.50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tonsCaptain W. A. Valentine.
 "FATSHAN,"2,250 "R. D. Thomas.
 "KINSHAN,"1,995 "J. J. Lonsdale.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,353 tonsCaptain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,319 tonsCaptain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tonsCaptain J. Willox.
 "NANNING,"569 "C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December
TJILIWONG	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

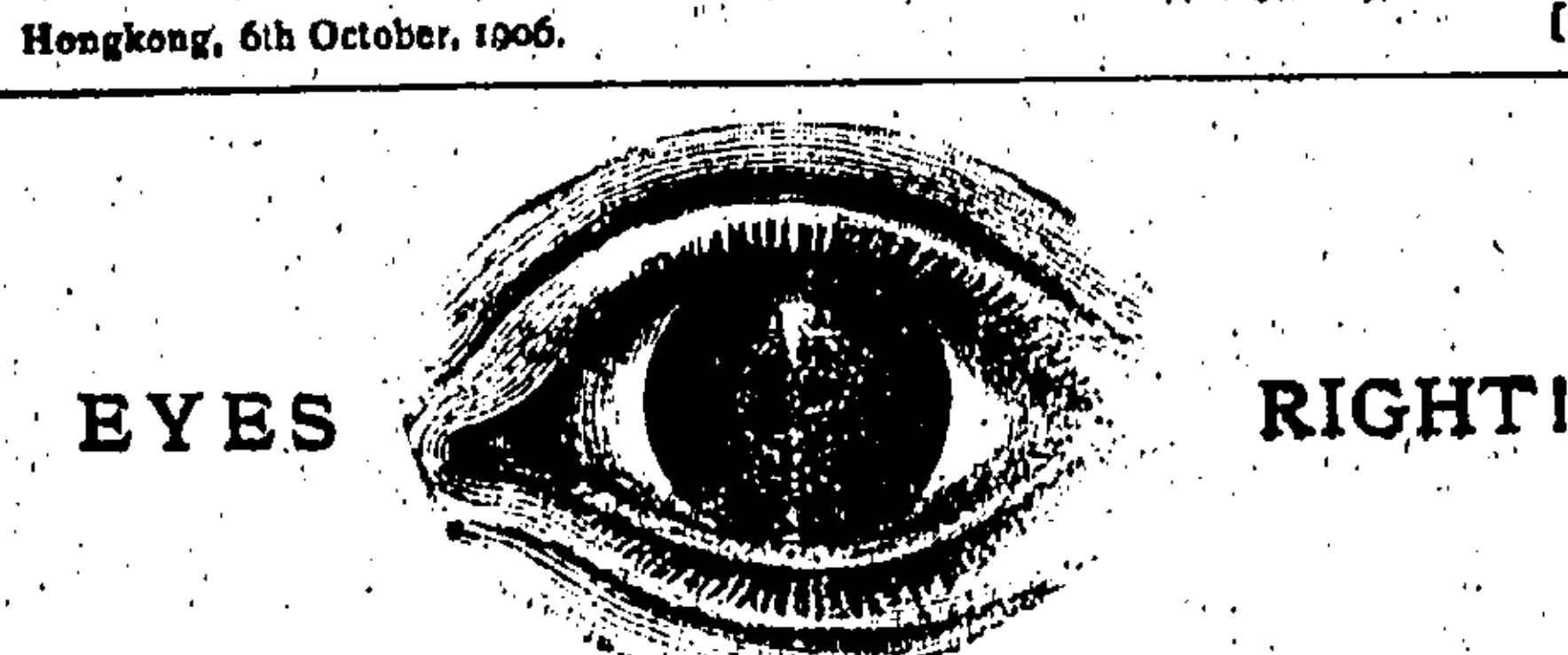
For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 26th November, 1906

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip\$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 25, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
 Hongkong, 23rd May, 1905.

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
FREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 19th day of December, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

* TO NEW YORK VIA SUEZ:
 VIA NAPLES, GENOA OR GIBRALTAR ... 64. 0. 0. 44. 0. 0. 26. 0. 0.
 Return ... 115. 0. 0. 79. 0. 0. 47. 0. 0.
 VIA BREMEN OR SOUTHAMPTON ... 68. 0. 0. 46. 0. 0. 27. 0. 0.
 Return ... 123. 0. 0. 83. 0. 0. 49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Leus, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.10
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.10	\$44.10
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail	\$97. 0. 0.
Steamers	
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, SEYDLITZ WEDNESDAY, 19th Dec.

KOBE & YOKOHAMA

TRANSFACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 5th December, 1906.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel of a bit will ensure their being fetched.
 Hongkong, 12th November, 1906. [1096]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906. [67]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.

Hongkong, 10th January, 1904. [62]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
 司公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at
 110, 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Assens to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [269]

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length80' 0"
 Breadth24' 0"
 Depth9' 6"
 Capacity320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

30, Des Voeux Road, Central,

and

HOO CHEONG WO & Co.,

51 and 52, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906. [57]

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION.

A complete revolution has been effected in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION NO. 1—A Sovereign Remedy for diseases of the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION NO. 2—A Sovereign Remedy for primary and secondary skin eruptions, blotches, pimples and swellings of the joints, and all those complaints which mercury and arsenic are so popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, d

Intimation.

Powell's
GENTS
OUTFITTERS,
28, QUEEN'S
ROAD,
(OPPOSITE THE CLOCK TOWER).

**ENGLISH
BOOTS.**

**FINEST
ENGLISH
LEATHER.**

**BEST
ENGLISH
WORKMANSHIP.**

**BLACK.
BROWN.
PATENT.**

**Smart Shapes,
Durability,
Comfort.**

**\$12.00
PAIR.**

**Satisfaction
Guaranteed.**

**POWELL'S
HONGKONG.**

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,
at present occupied

by
Messrs. K. A. J. CHOTI-B-
MALL & Co.,
who will shortly remove
to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTI-B-
MALL & Co.
Hongkong, 12th November, 1906. [153]

TO LET.

FOUR-ROOMED HOUSE on PRAYA
EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 26th November, 1906. [1142]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shawan, Tomes & Co.
Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [949]

TO LET.

NO. 2, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RYON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 16th November, 1906. [71]

TO LET.

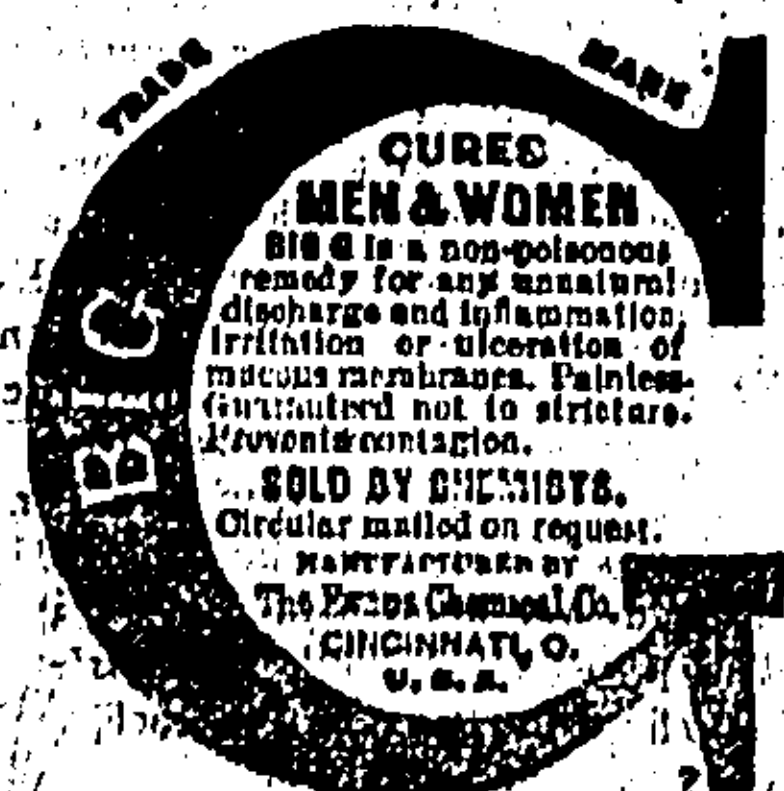
A HOUSE in KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1906. [780]

TO LET.

NO. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHONG ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.
Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]



MAN'S LITTLE ECOGNITION.

Have you ever, asks a writer in the Philadel-
phia Press, watched a man as he takes a chair
He'll move it—every time—even if it's only an
inch. He wouldn't sit in it just where it was
for the world. Watch him next time and see
if he doesn't move it. A woman will seat
herself without touching the chair—a woman
is more philosophical, anyhow.

Men are queer creatures, as every one
knows. A man will always stir his coffee, be-
fore drinking it. This is very foolish—he
should taste it first to see if it needs stirring.
Few men open their personal correspondence
without looking at the postmarks to see the
time of posting. Women, on the other hand,
open the envelope at once; they are in too
much of a hurry to waste any time.

When a man puts on his hat he almost al-
ways looks inside it first. What he expects to
see remains a mystery, but he looks for it all
the same.

He subjects the point of his pen to the same
careful scrutiny before commencing to write a
letter. A woman starts right off—jabs her pen
in the inkpot and straightway begins to scrib-
ble as if her life depended on it.

It is the man who reads with his back to the
light, holding his book in one hand. Herein
lies wisdom. A woman reads her book on the
table and leans both elbows thereon. But the
foolishness of the man's act lies in the fact that
he is seeking comfort and seldom takes this
position because it is the most scientific one.
Of course, he finds it isn't comfortable—his
arm aches after the first ten minutes, where-
upon he puts his book down and remarks he is
going out.

It is the man who let out secrets—not by
telling them, but by ill-timed silence. He
does worse—by refusing to gratify the curi-
osity of his questioners he invariably causes
them to jump to conclusions much more
damaging than the truth of the matter.

AN ARMY OF BIGAMISTS.

The amazing discovery was announced on
the 21st August, that probably about one divorce
of every five which have been granted in New
York during the last twenty years is invalid,
and that those who married again are bigamists
and the children illegitimate. This computa-
tion is made on the basis of an examination of
the divorce record papers there for 1886 and
1887. It is proposed to make a complete ex-
amination for a period of twenty years, and
there is every reason, it is said, to suppose that
similar flaws will be found during the entire
period, in which 400 divorces a year were about
the average for the first ten years, the sub-
sequent averages being considerably higher.
The Census Bureau, which has been looking
into the question, finds that the papers in many
cases are grossly incomplete; in other words,
the alleged divorce records do not contain any
final award or decree "signed by judge, and
without this they are invalid." After the oral
decision in court "Decree granted to plaintiff
or defendant," it should have been the duty of
the attorney to prepare the formal decree and
have this signed by judge and filed for record.

This was precisely what 20 per cent. of the
lawyers failed to do, either from carelessness
or to save the fees already charged to the
client. Naturally, the discovery has created a
great scandal, and the Bar Association have
been asked to investigate the affair fully, with
the object of seeing that in future records of
divorce are legally complete. As it is, com-
petent lawyers do not hesitate to declare that
many persons who remarried under the idea
they were free are bigamists, and the only way
to legitimise their children is by an act of
legislature. The announcement has excited
universal concern because the difficulty of a
person always knowing whether he is married,
single, or a bigamist is already sufficiently
grave, owing to the ease with which in most
States of the Union, you can get either wedded
or divorced.

There have been cases on record recently in
which young couples have arrived at hotels
late, rung up the "hotel chaplain," a most
complaint individual, by telephone and
legally married by midnight. At Coney
Island, New York's popular pleasure re-
sort, half a dozen young couples this season
finding they had missed the train decided
they might as well get married and stay
the night at one of the crowded boarding-
houses in the vicinity. On several occasions
the Coney Island chaplain has been sum-
moned from his bed for the purpose of marry-
ing night visitors.

It is equally on record here that one young
couple entered the chaplain's house un-
announced and the prospective bride seating
herself at the organ played the Wedding March
which roused the clergyman from his slumber.
The latter put on his dressing gown and mar-
ried his youthful visitors. This laxity in
marriage and divorce laws has occupied the
minds of many serious Americans and a strong
movement is now on foot with the object of
securing uniform divorce laws in the various
States of the Union. On the face of things it
is an anomaly that the cause of divorce in one
State is absolutely ignored by another and that
if married people living in a State where the
laws are strict disagree and want a divorce they
can get it by the simple expedient of removing
to another State where divorce is easy.

THE spotted swordfish sails before the wind
by using its huge dorsal fin as a sail, projecting
above the surface.

THE mass of men lead lives of quiet des-
peration. What is called resignation is con-
firmed desperation.

THE Egyptian week was one of ten days.
The ancient Chinese and Japanese did not
count by weeks at all.

Notice of Firm.

WE beg to notify the public that we are
carrying on business as COTTON
AND YARN DEALERS at No. 33, BOM-
BEY STREET, under the style of SANG
CHEONG FAT, and that all contracts for
buying and/or selling Cotton and/or Yarn and
all other mercantile documents relating to the
business of our firm must bear the Chop of our
firm and the Signature of one of the partners
whose names are mentioned below. Other-
wise the firm will not be bound or incur any
responsibility thereby.

HO FOOK, otherwise HO CHAK-SANG.
HO KONG TONG, HO TAI-SANG.
LO CHEUNG-SHIU, LO SAI-KI.
Hongkong, 30th November, 1906. [1152]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
6th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.
Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 4th December, 1906. [1161]

THE H. A. L. Steamship

"HOHENSTAUFEN,"

Captain Jäger, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 10th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd December, 1906. [1161]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, HAMBURG,
ANTWERP AND LONDON.

THE Steamship

"MONTGOMERYSHIRE,"

Captain P. Gibson, having arrived from the
above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th proximo will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 6th proximo at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th November, 1906. [1153]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
"Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Victoria."
From Australia, ex S.S. "Britannia."
From Persian Gulf, ex R.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 6th proximo, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 30th November, 1906. [1161]

Auctions.

PUBLIC AUCTION

JAPANESE FINE ART AND CURIOS
EMBROIDERIES.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW,

the 6th December, 1906, commencing at 2.15 P.M., at his Sales Rooms, Duddell Street,
A FINE COLLECTION OF
JAPANESE EMBROIDERIES AND FINE ART CURIOS,
COMPRISING:

SILK EMBROIDERED WALL HANGINGS, DRAPERIES, KIMONOS and
CUSHION COVERS, CUT VELVET and HAND PAINTED HANGINGS, RARE and
ARTISTIC SATSUMA VASES, BOWLS and PLATES, GOLD CLOISONNE and
BRONZE WARES, HANDSOMELY CARVED IVORY GROUPS and FIGURES,
GOLD and SILVER INLAID DAMASCENE WARE, &c., &c., &c.
On view from Tuesday, the 4th December. Catalogue on application.
TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
[1154]

Hongkong, 5th December, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. Mr. E. A. HEWETT, to sell by
PUBLIC AUCTION,
TO-MORROW,

the 6th December, 1906, at 2 P.M., within his
residence, "Craig Rynie," The Peak,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,
(All English, Shanghai and Local makes),
Comprising—

TEAKWOOD WARDROBES with GLASS,
OAK and MAHOGANY CHEST-OF-DRAW-
ERS and CUPBOARDS, DRESSING TABLE
with GLASS, TRUNKS, MARBLE TOP
WASHSTANDS, TOILET SETS, TEAK-
WOOD EXTENSION DINING TABLES
with ROUND WOOD COVERS, DINING
ROOM CHAIRS, GLASS and CROCKERY
WARE, CANTON CARVED BLACKWOOD
DESK, EASEL and TEAPOYS, BOOK-
CASE, CARD TABLES, RATTAN CHAIRS,
TABLES and SOFAS, &c., &c., &c.

ALSO,
A large quantity of PLANTS in Pots;
AND
One GENT'S BICYCLE.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th December, 1906. [1159]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

FRIDAY,
the 7th December, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising—

SUIT LENGTHS, CLOTHING, CLOCKS,
BAROMETER, PICTURES, SEXTANTS,
FIELD GLASSES, MCINTOSHES, UM-
BRELLAS, PIPES, NAVAL TELESCOPES,
MICROSCOPES, CLOISONNE VASES,
&c., &c., &c.

ALSO
GOLD RINGS, WATCHES, CHAINS, &c.
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th December, 1906. [1165]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,
the 8th December, 1906, at 4 P.M., at the
Polo Ground,
A NUMBER OF PONIES,
SUITABLE FOR POLO.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th December, 1906. [1166]

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is simply weakness—a break-down,
as it were, of the vital forces that sustain the system.
No matter that may be his cause (for they are all
most numerous), it is a serious ailment, the most
prominent being sleeplessness, sense of
prostration and weakness, depression of spirits, and
want of energy for all the ordinary affairs of life.
Now, what alone is absolutely essential in all such
cases is increased vitality.

VITAL STRENGTH & ENERGY
to throw off these morbid feelings, and experience
proves that at night succumb the day this may be
more easily secured by a course of the cele-
brated life-reviving tonic

THERAPION No. 3
than by any other known combination. So surely
as it is taken in accordance with the printed
directions accompanying it, will the shattered
health be restored.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRASH.
and a new existence imparted in place of what
had so lately seemed worn-out, "used up," and
hopeless. This wonderful restorative is purely
vegetable and innocuous. It is applicable to the
most delicate constitutions and conditions, in
either sex, and it is difficult to imagine a case of
debility, that will not be speedily and
permanently benefited by this never-failing re-
cuperative essence, which is destined to restore
everything that had preceded it, for this
well-ordered and harmonious state of human strength.

It is sold by the principal
Chemists and Druggists in all the most
important cities of the world. It is
"THERAPION" appears on British Government
stamp (in color) and is not to be confused
with every package by order of the British
Commission, and without it.

Sold by all Chemists.

For Sale.

FOR SALE.

TWO SINGLE-ENDED RETURN
TUBULAR MARINE BOILERS by
LEE, ANDERSON & Co., 11 feet x 9 feet in
Good Condition.

Apply to—
"A. J."
Hongkong Telegraph Office.
Hongkong, 3rd December, 1906. [1163]

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 16th September, 1906. [161]

Intimations.

WANTED.

SITUATION wanted by a PORTUGUESE
SENIOR CLERK, Mercantile Firm
preferred. Good references and experience.

Apply to—
"Y."
C/o This Paper.
Hongkong, 29th November, 1906. [1150]

THE WINE GROWERS

SUPPLY CO.

General Agents, Hongkong.

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Cognac, * * * \$15.00 Per Dozen Case.

" S.O.P. ... 18.70 "

" Very Old "

Fine Champagne 22.50 "

Cognac, Grande "

Fine Champagne "

Blue Ribbon "

Guaranteed 12 "

Years Old ... 31.50 "

Cognac, Grande "

Fine Champagne "

Red Ribbon "

Guaranteed 30 "

Years Old ... 46.70 "

Cognac, Grande "

Fine Champagne "

Red Ribbon "

Guaranteed 30 "

Years Old ... 50.90 "

Cognac, Grande "

Fine Champagne "

Red Ribbon "

Guaranteed 30 "

Years Old ... 50.90 "

Cognac, Grande "

Fine Champagne "

Red Ribbon "

Guaranteed 30 "

Intimation.

A. S. WATSON & CO., LIMITED.

SOLE AGENTS IN HONGKONG

FOR

ROBERT PORTER & CO.'S

BULL DOG BRAND

OR

GUINNESS' STOUT

(in pints and splits).

AND

ROBERT PORTER & CO.'S

BULL DOG BRAND

OR

LIGHT ALE

(in quarts, pints and splits).

"These are our stout supporters in our bitter ailments."

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 4th December, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

On Thursday, the 29th November, at Shanghai, FRANCISCO E. DE SOUZA, aged 27 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 5, 1906.

THE CANTON-KOWLOON RAILWAY.

In another column we publish a letter from our Canton correspondent which contains news of very great importance as bearing upon the future trade conditions of Hongkong. From this it would appear that as soon as the terms of the proposed agreement for a foreign loan for the Canton-Kowloon Railway were known in Shanghai, the Cantonese living there called a meeting to discuss those terms, the outcome of which discussion being the telegram referred to by our correspondent, which amounts to a strong protest against the proposed foreign loan. The Cantonese urge that means be devised, by subscription or otherwise, for raising the necessary funds among themselves, thus excluding any possible foreign interest in the railway, in order that they may retain it in their own hands, entirely free from foreign influence. The key-note of this protest is undoubtedly the fear of foreign influence. The terms of the agreement referred to, which we published in full on the 24th ult., provided for a loan of £1,500,000, to bear interest at 5 per cent. per annum, the loan being for a period of fifty years. This loan was arranged for, and it was understood that the agreement had actually been signed. Now

comes this telegram from the Cantonese in Shanghai, which their countrymen in Canton are apparently endorsing, which may have the effect of considerably retarding, if not altogether stopping both the ratification of the agreement and the raising of the loan already arranged for abroad. It will be remembered that when H.E. Chow Fu was in Hongkong, en route to Canton, speaking at the reception given to him by his countrymen, when referring to railway matters generally, said that he wished to emphasize the fact that the most perfect harmony must prevail between all merchants and officials, and perfect impartiality obtain if such projects were to be carried to successful issues, and said that in all such projects his guiding principles had been those of Western countries. Speaking then more particularly of the Canton-Kowloon Railway, H.E. said:—"The completion of this line will undoubtedly furnish an impetus to the trade both of Hongkong and of my own country," for which dictum he was applauded to the echo. On the face of it that statement bears the hall-mark of absolute truth, and coming from the lips of one who is enabled to describe himself, as he did on the occasion in question, as "one of the pioneers of railways in China," the statement bore even greater weight, for he knew whereof he spoke. It is, therefore, deplorable that this opposition should have arisen at this juncture, when the wheels of the whole affair were running so smoothly to a successful issue, and it is to be earnestly hoped that this opposition will not be pushed too far, and that the protest proposed to be forwarded will not be taken seriously in Peking—more especially in view of the fact that no note of protest originated in Canton, the city most affected, until they heard the echo of it from their countrymen abroad. This fact, surely, is significant. Were this protest to be considered seriously at this final stage of the negotiations it could but cause infinite delay, first of all in the ratification of the terms of the proposed agreement, and secondly in the construction of this much-needed line. Another significant fact is that, although it was common knowledge long ago that this loan had been negotiated abroad, it is only now, at the eleventh hour, that any voice is raised in opposition to the raising of the loan. It is, therefore, pertinent to ask why were matters allowed to proceed until they had almost reached the point of final completion before any exception was taken to the negotiations? It cannot be said that those interested in the matter knew nothing of it till now for the proposal to raise the loan was published many months ago, while for some considerable time past the terms of the proposed agreement have been public property. Bearing in mind all these facts, we cannot but ask ourselves if these protesters are sincere in the attitude they are taking up, or have they not some ulterior motive for that attitude, which at present does not appear. However that may be, we can scarcely believe, from what we know and have heard and read of H.E. Chow Fu's enlightened principles and ideas of administration, that such a protest has his endorsement, for in that case it would be diametrically opposed to the policy he outlined, when in Hongkong, as that by which he would be guided on taking up the reins of office in Canton.

NEW FERTILIZERS.

In view of the arguments brought forward at the Sanitary Board meetings recently pro and con the use of certain manure for vegetable gardens, the following, from an India paper, should be of interest to those concerned:—"In the last number of the official agricultural journal of India the Inspector-General of Agriculture in India, writing on the subject of mineral fertilizers in India, records his opinion that the use of artificial fertilizers seems to be coming nearer within the scope of Indian agriculture and the establishment of a sulphuric acid industry might have important results. A series of experiments upon cotton with various manures, including superphosphate and sulphate of ammonia have, it appears, been started at several Government farms in the country and it is intended to extend these trials in due course to sugarcane and other valuable irrigated crops."

LOCAL AND GENERAL.

At noon yesterday the police at Wanchai reported that a canvas hatch cover, valued at \$50, had been stolen from the steamship *Dagild*. The matter was turned over to the Water Police Station and Detective Sergeant Wilden was sent out to investigate. In less than three hours the cover was recovered on board the steamer *Metoo*, just leaving for Shanghai, in the possession of a native seaman, who had deserted the *Dagild*. The seaman, who said he was To Fuk, a quartermaster, was charged at the Police Court this morning, with larceny. The complainant was Soren Steensen, master of the *Dagild*. Evidence was led, and Mr. Melbourne sentenced accused to six weeks' hard labour.

The Harbour Office attempted murder and stabbing case, which was adjourned after we had gone to press yesterday, was continued and concluded at the Police Court, to-day. The accused made a lengthy statement in which he denied everything that was said by witnesses for the prosecution. Mr. F. A. Hazeland then committed him to stand his trial at the next Criminal Sessions.

The manager of a grocery at No. 6, Jubilee Street and two of his accountants, were charged before Mr. F. A. Hazeland, this morning, at the Police Court, with behaving in a disorderly manner in Jubilee Street yesterday afternoon. The trio pleaded guilty to the charge. Inspector Ritchie, who prosecuted, said that the defendants had a dispute over some accounts and went into the street to finish it up. They were fined \$5 each.

The Revd. Father Vital, the vicar of the Portuguese Mission at Singapore, will be leaving shortly for Macao where he has been promoted to be a Canon of the Diocese and he is now engaged in paying his visits of adieu to his parishioners, and to his large number of personal friends. His departure from Singapore will be a great loss to the Portuguese Mission, in general and in particular to the St. Anthony's Boy School.—S. F. Press.

The bursting of a water main in Wellington Street shortly after nine o'clock last evening put an end to traffic in that vicinity for over half an hour. Several passers-by who were passing the water main at the time got a soaking for the water rose to a height of about thirty feet. The police took the situation in at once, communicated with the water authorities, and in half an hour the flow was stopped. The street was slightly damaged.

Mrs. Carmen Ramero, residing at No. 84, Praya East, was in the Police Court yesterday morning to proceed against a Japanese couple, who live at No. 85, Praya East, for assault. There were two summonses. On the first summons she alleges that the Jap assaulted her on the 25th ultimo, and on the second the Jap and his wife were alleged to have beaten her two daughters, Rosa and Margarita. There were also cross-summones from the other side on similar charges. Mr. P. W. Goldring, of Messrs. Goldring and Barlow, appeared on behalf of the Japanese. The case was adjourned for a week.

Inspector Langley, of the Water Police Station, proceeded against a cook and an accountant at the Police Court this morning for going on board the *Coque ship Cranley*, yesterday afternoon, without the permission of the captain. Mr. William Ayers, the third officer of the ship, was also in Court. Accused admitted being on board, but said that the head fireman called them aboard. The police begged for a heavy penalty as the accused, they said, knew perfectly well that they are not supposed to be on board, as special policemen are paid to keep such men away from the ship. The case was adjourned to allow the head fireman to attend.

THORODRE P. Shonts, chairman of the Panama Canal Commission, speaking to a Chicago reporter recently on the question of labour for the Panama Canal, said:—"I cannot imagine how the report started, that Chinese were employed as labourers on the canal. I have never hired Chinese and never contracted for Chinese labour, but simply invited bids. There are no Chinamen employed in Panama to my knowledge, except perhaps as laundrymen, and none will be. The story, that 50,000 Celestials are at work in the Canal Zone is absurd," he said. The work, he concluded, is making splendid progress and the output is increasing every month.

ONE of the largest and most elaborate Chinese funerals which have taken place in Hongkong for many years past was that of the late Chin Ah Fook, dock owner and contractor, who died some time ago, the remains having been kept for one hundred days before interment, in accordance with Chinese custom. The funeral took place at Bantawal. The procession was an enormously long one, the line of carriages, "joss" offerings, bands (of which there were three or four) extending nearly from the Bangkok bridge to that near the Bangkok library. In addition to the leading Cantonese of Bangkok there were present prominent members of most of the Chinese sects in Bangkok as well as a sprinkling of *farangs* who had been in the habit of doing business with the deceased.—*Star Observer*.

SVEN Marcassen, second officer, s.s. *Dagild*, was the defendant in an assault case which was heard at the Police Court this morning. He was charged with assaulting the cabin-boy, Fu Ka Mei, on board ship, yesterday. Inspector Langley said that this case arose over the theft of the canvas hatch cover from that ship. The defendant at first denied the allegation. The complainant, whose left eye was entirely closed and his pants spattered with blood, said that about 2.30 o'clock yesterday afternoon defendant accused witness and the head fireman of being thieves. Witness told defendant if he thought such was the case he had better give them in charge of the police. Defendant landed out and struck witness a blow over the left eye and another on the head. At this stage the Captain of the ship said that accused was a Norwegian and could not understand what was being said by the interpreter in English. After some further consultation the Captain was sworn in as interpreter. The defence held that the assault was committed under great provocation. The complainant was alleged to have seized defendant by the throat, and the latter, in defending himself, committed the assault. His Worship asked if the matter could not be settled out of Court. The parties left the Court for ten minutes, after which the cabin-boy said he wished to withdraw the case. This was done, and the defendant discharged.

CHINESE MERCHANTS' CHINA NAVIGATION CO., LD.

CLAIM FOR DAMAGES.

In Original Jurisdiction this morning, his Honour the Chief Justice presiding, the Yue Chong Shing firm, of No. 121 Wing Lok Street, merchants, sued the China Navigation Company, Limited, a company duly registered and carrying on business in Hongkong, for the recovery of the sum of \$5,347.78, being damages for non-delivery of 280 tubs of indigo at Newchwang as agreed upon.

Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the plaintiff firm, and Hon. Mr. E. Pollock, K.C., instructed by Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, represented the defendant Company.

Mr. Slade said the plaintiffs are merchants carrying on business at No. 121 Wing Lok Street and the defendants are a company registered and carrying on business as ship-owners in Hongkong. The plaintiffs, on the 30th June, 1905, shipped 280 tubs of indigo on board the s.s. *Yunnan*, belonging to the defendant company, for carriage to Newchwang, under a bill of lading dated the said 30th June, 1905, and signed by Messrs. Butterfield and Swire, the agents of the defendant company in Hongkong on that behalf. The said 280 tubs of indigo have not been delivered at Newchwang nor any part thereof. The plaintiffs therefore claim (1) the sum of \$5,347.78 damages for non-delivery of the said 280 tubs of indigo; (2) the costs of this action, and (3) further or other relief.

The defendants admit the first two statements of the claim, but say they are registered in London and not in Hongkong. They also admit the shipping of the 280 tubs of indigo by the plaintiffs on board the *Yunnan*, but say that the said 280 tubs were, with the knowledge and consent of the plaintiffs, shipped as dead cargo at shippers' risk, and during the course of the voyage in question the 280 tubs were, inter alia, jettisoned by the mariners, pursuant to the order of the master, in consequence of the extraordinarily bad weather which prevailed and for the safety of the defendants' ship *Yunnan*, and the lives of those on board of her. Amongst the exceptions and conditions contained in the bill of lading under which the said tubs were shipped and carried are the exceptions of "loss or damage from jettison," and from "all and every the perils, dangers and accidents of the sea, and navigation of whatsoever nature and kind," and "from any act, neglect or default whatsoever of the master, or mariners or servants of the company in the management or navigation of the vessel," "all goods carried on deck are carried so at shippers' risk." The defendants say in the alternative, that if, which they deny, the said jettison was improper and unnecessary, or if which they also deny, it was due to any neglect or default on the part of the master or mariners in the navigation of the ship, they are protected by the above exceptions and conditions from any liability to the plaintiffs. As regards the non-delivery the defendants admit that neither the 280 tubs of indigo nor any part thereof have been delivered at Newchwang, but the defendants submit that under the circumstances, which are set out above, they are wholly exempt from liability for such non-delivery.

In reply to this the plaintiffs say that the indigo was sent off to the steamer *Yunnan*, to be shipped in the ordinary and usual manner. The plaintiffs, on delivering the said goods on board received a mate's receipt, which they in due course exchanged, at the office of the agents, for a bill of lading. They say the said bill of lading was an ordinary below-deck bill of lading, and contains no statement that the indigo is to be carried on deck at shipper's risk.

Hon. Mr. Pollock argued, against this, that the bill of lading was not an ordinary bill of lading as it was made out and a note entered in the margin that it was subject to the conditions of the mate's receipt, and on that mate's receipt is entered the condition, "on deck at shipper's risk," and therefore the bill of lading was subject to that condition, and was not an ordinary below-deck document. The condition on the mate's receipt had to be taken as incorporated with the bill of lading just the same as if that condition had been actually entered in the bill of lading in place of the words "subject to the mate's receipt," and therefore it was not an ordinary bill of lading and the defendants were exempt from all liability.

CANTON DAY BY DAY.

H.E. WU TING-FANG.

[From Our Own Correspondent.]

Canton, 4th December.
A telegram from Peking states that the Throne has accepted H.E. Wu Ting Fang's resignation from the service. H.E. Wu Ting Fang left for Hongkong yesterday. H.E. Chow appeared sorry at his departure, and he personally saw him off. H.E. Wu asked the Viceroy to let him know all important affairs as they occur.

VICEROY'S TELEGRAPH CODE.
The Viceroy wanted to have the telegraph code-book, which consists of more than a thousand characters, now in use in his yamen, to be re-written in big characters, so that he can read them more easily. His secretary has accordingly made one copy for him.

LIGHTING THE VICEROYAL YAMEN.
As there are not sufficient electric lamps for use in the Viceroy's yamen, the Viceroy ordered some three hundred electric lamps more to be installed there. The approximate number of electric lamps in the Viceroy's yamen is now seven hundred.

CHINESE NEWSPAPERS.
Yesterday another man was detained by Customs officers for landing native papers published in Hongkong. Now all Hongkong native papers, not only those under prohibition, are not allowed to be imported here. On inquiry it is found that by order of the I.R.O. Hongkong native papers cannot be imported to Canton without stamp.

ALLEGED INSURANCE FRAUD.

PARTICULARS OF THE CASE OUTLINED.

Mr. A. Hazeland, first police magistrate, opened an hearing of the case at the Magistrate's office, in which Wong Sui, Ma Chik Shing, Chung Shing, and Leung Wong Shi (female) are under charges of conspiring to defraud the China Mutual Life Insurance Company, limited, of \$2,000 on an insurance policy. Mr. P. W. Goldring, of Messrs. Goldring and Barlow, appeared for the prosecution, and Mr. Otto Kong Sing for the defence. Detective Sergeant-Murison watched the case for the police.

Mr. Goldring proceeded to lay before the Court the particulars of the case, remarking that it was a very complicated one. The first date in which the story begins was on the 25th of July last when a man named Leung Yim Cho went to the Canton office of the China Mutual Life Insurance Company and applied for a twenty years' endowment policy for \$2,000. The manager, Mr. T. Edwards, the Canton agent, issued an interim receipt for the first year's premium, which amounted to \$110. That was paid on the spot. The receipt was sent to the Hongkong office and then to the office at Shanghai, whither the policy was issued and in due course the policy arrived in Canton and was handed to the third defendant, who in turn gave the policy to Leung Yim Cho. It might have been mentioned, said Mr. Goldring, that the third defendant, Chung Shing, who is a broker, introduced Leung Yim Cho to the China Mutual Life Insurance Co. On the 11th of October the fourth defendant, who alleged she was Leung Yim Cho's widow, and the third defendant went to the company's office and laid a death claim. The statements made by these two persons, he said, were so conflicting and so unsatisfactory that Mr. Edwards decided to write to the Hongkong office for instructions, with the result that Mr. Knox caused further inquiries to be made. It then transpired that the particulars given by the third and fourth accused at the Canton office were undeniably falsehoods. The address given was wrong, and the village where they alleged Leung Yim Cho resided in the interior was also wrong. The statements made being contradictory, went on Mr. Goldring, the claimants were asked to come to Hongkong and lay their claim before a solicitor. This they did, and on the 14th November their case was put in the hands of Messrs. Wilkinson and Grist, who took up the case. A very suspicious thing, he said, was the fact that on three different occasions the third defendant applied to the complainants for fresh claimant's forms. It was then that the complainants put the case in his hands. In the meantime a shroff in complainants' employ, observed Mr. Goldring, was sent to make inquiries.

His Worship—"To lay a trap you mean?"
Mr. Goldring—"Yes, your Worship."
The defendants, continuing Mr. Goldring, made statements to the shroff involving one another, and in which they begged the shroff to join hands with them and share what money they got in the fraud. The solicitor for the complainant said he proposed to prove that the man who personated the deceased was still alive and concealed in the neighbourhood of Canton; that Leung Yim Cho was an assumed name; that the female defendant, who alleged she was the widow of Leung Yim Cho, was no other than the concubine of the third defendant. "This," said Mr. Goldring, "is borne out by the fact that they occupied the same cubicle in a boarding house, their clothes were found in the same box and they travelled together." He went on further to remark that he would prove that there was no such street as Pak Wan in Tai Leung City, where Leung Yim Cho was said to have lived, and that the only family who lived in Tai Leung and surname Leung were too poor to think about taking out an insurance policy. The first element of suspicion was aroused when the third defendant laid the death claim as he did not know the right name of the person who held the policy. Mr. Goldring went on: "The third defendant said when he laid the claim that he came to Hongkong per steamer *Sancheung* on the 17th of September. As a matter of fact the *Sancheung* did not arrive in Hongkong until the morning of the typhoon—the 18th. He later also stated that on the morning of the storm he was walking along the Praya with Leung Yim Cho and he (the latter) was swept away by a large wave and was not seen again. He did not report it to the Police. On another occasion he said Leung Yim Cho lost his life while crossing over to Yuenai in a sampan. There was much evidence to be called for the prosecution, Mr. Goldring said, to commit the accused for trial, the first defendant, he alleged, being the prime mover of the conspiracy.

The case was then further adjourned.

Two hawkers, of No. 6, Heung Lane, and a boatwoman of rowing No. 4, 25th, were arraigned before Mr. C. A. D. Melbourne, this forenoon, at the Police Court, on two charges: Taking on board the steamer *Cranley*, yesterday, spirituous liquor without consent from the captain, and approaching and hovering about the *Cranley* with the intention of getting the liquor aboard. The *samsu*, seventeen bottles of which were seized, was taken on board by the two male defendants to be sold. They hired the third defendant's sampan to get aboard. Inspector Langley asked for a heavy penalty. He said that there were hundreds of coolies on board that boat and if these people were allowed to sell intoxicating liquors to the men something serious might occur as there were coolies of different clans aboard. He did not, however, ask for a heavy penalty on the third defendant as in all probability she did not know the business of the two men. The male defendants, went on Inspector Langley, were two repatriated coolies unemployed in the Colony, and they know that the coolies pay fabulous prices for a bottle of *samsu*. His Worship fined the two men \$50 each, and the woman \$5.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

SIR HAVILLAND SAUS-MAREZ.

SUCCESSFULLY OPERATED ON

FOR APPENDICITIS.

[From Our Own Correspondent.]

Shanghai, 5th December,

2.20 p.m.

Judge Sir Havilland de Saumarez was successfully operated upon yesterday for appendicitis.

His Honour is making favourable progress to-day.

THE ROYAL SANITARY INSTITUTE.

HONGKONG BRANCH.

An examination in hygiene in its bearing on school life was held on 3rd and 5th inst. Eleven candidates entered; the papers will be forwarded to the Home Institute for them to decide to whom certificates shall be granted. The examiners were Hon. Dr. J. M. Atkinson, F.R.C.S., Hon. Mr. W. Chatham, M. (Inst. C.E.), Dr. Francis Clark, M.O.R., Messrs. A. B. Ough, A.R.I.B.A., E. A. Irving, (Inspector of Schools), E. Ralphs, Mem. Sant. Inst. (secretary), and A. Carter, Mem. Sant. Inst. (moderator).

SHANGHAI FIBRE-GOODS TRADE.

The piece-goods trade report of Messrs. Noel, Murray and Co., Limited, of the 29th November says:—"According to latest advices certain points have been agreed to in the condition the Japanese are trying to enforce before they will give up the administration of Newchwang, but the most salient have yet to be settled; and the date for the final retrocession is still further postponed. Meanwhile the Port is now closed, the River being blocked with ice. The cold snap has come somewhat suddenly and rather earlier than usual in the North, as the river Peiho is already presenting difficulties to navigation on account of the ice, and it seems likely steamers will not be able to go beyond Tongku, unless there is another mild spell. So far as this trade is concerned it is quite immaterial, however, for there is little inclination to ship anything, even if the dispute as regards payment between the local dealers and the Outport merchants were settled, but the negotiations so far have come to naught. A representative of American industry, who has just returned here from Manchuria, where he has been making a tour of inspection during the last two months, gives as his opinion that it will be some time after April before trade there is properly resumed. The country people are, at the moment, in affluent circumstances and are paying more attention to rebuilding and fixing their dwellings than to buying and selling foreign goods, but he is quite convinced that the demand for such will come eventually and does not believe in the power of the Japanese to usurp a very large proportion of the trade. After a careful investigation at all the chief cities and towns he estimates the stock of American goods at between 62,000 and 65,000 bales, so there is plenty to go on with until the opening of the season. It is interesting to learn that Japanese goods are not so strongly in evidence as was imagined, and that would go to support the figures in the table below of the very light shipments during the third quarter of this year. The same report also says:—"There are rumours of trouble amongst some of the import houses of Indian yarn, but no particulars have as yet been made public. The strain must certainly be very great, and few can have escaped with a whole skin; meanwhile the market here appears to be steadying up somewhat, especially for No. 10s, which are wanted for 'zecheen'."

AU KWOK LEUNG, a clerk, employed in the Botanical and Afforestation department, was arraigned before Mr. F. A. Hazeland, this morning, at the Police Court, by P. C. Shepherd, on a charge of being in unlawful possession of a quantity of flowers, which were suspected to have been stolen. The constable said that a European lady complained to him yesterday that accused and two others were plucking flowers in the public gardens. Complainant waited and when accused left the gardens he was searched and four carnations were found in his umbrella. Defendant admitted that he took the flowers. He explained that he took an interest in botany and wanted the flowers for purposes of examination. "But you don't require four flowers for that," remarked the Court. His Worship said he could convict accused on the charge, but he would discharge him in order to allow Mr. Dunn to deal with him.

SHIPPING AND MAILS.

MAILS DUE.

American (*Hongkong Maru*) 9th inst.
Indian (*Kamrang*) 14th inst.

The s.s. *Algon* left Moji on 3rd inst., and is due to arrive at this port on 9th inst.
The P. & A. S. S. Co.'s s.s. *Nicomede* sailed from Moji on 4th inst., a.m., and is due to arrive at this port on or about the 9th inst.

The P. & A. S. S. Co.'s s.s. *Arcturion* sailed from Taitan (Daly) on 3rd inst., and is due to arrive at this port on or about the 10th inst.

The Imperial German Mail s.s. *Pina Sigismund* left Nagasaki on 4th inst., at 5 p.m., and may be expected here on 8th inst., a.m.

The C. P. R. Co.'s s.s. *Albatross* arrived at Nagasaki at 3.30 a.m., on 4th inst., and leaves again at 4 p.m. same day, for Kobe, where she is due to arrive at 4 p.m. on 5th inst.

TELEGRAMS.

The United States and Japan.

London, 3rd December.
Mr. Miller, ex-Consul General at Yokohama, who is now in San Francisco, declared, at an interview, that Japan was ready to go to war on the schools question.

This declaration has led to a recrudescence of irresponsible newspaper comments, which are deplored in Washington, and the State Department has demanded an explanation from Mr. Miller.

Later.

Morocco.

Admiral Touchard commands the joint Franco-Spanish forces in Moroccan waters, but no force will be landed except on a pressing need, and then only after consultation with the foreign ministers.

Chinese Laundries in England.

The laundry women in Liverpool, who have been supplanted by Chinamen, besieged the new-comers in the Chinese Club on Sunday, and attempted to storm the premises. They were, however, prevented by barricades, and had to content themselves with stoning the windows of the club.

A NEW OPEN PORT.

NANNING SHOWN TO BE OPENED.

[From a Correspondent.]

Canton, 4th December.

During the Viceroyalty of H.E. Shum at Canton, it was decided that Nanning should be declared an open port, but H.E. Shum delayed the opening of that port, so that eventually his term of office in the two Kwans expired with Nanning still a closed port. The new and very energetic Viceroy, Chow Fu, however, has determined to declare Nanning an open port at as early a date as possible, and for this reason he has requested the Commissioner of Customs at Wuchow to arrange for the necessary staff for the new Customs-house which it will be necessary to establish at Nanning. H.E. Chow Fu has also requested Taotai Ting to select a site for a European settlement. Taotai Ting, therefore, went to Wuchow, and as soon as he arrived there he sought out the contractors and told them to send in their tenders for the construction of a good carriage road in the proposed new foreign settlement. Tenders were accordingly sent in, and the successful competitor was Mr. Hiu Kom Wing, a native contractor of Canton, but at what figure has not yet transpired. The Imperial Government expects to derive a yearly revenue of \$50 from the tax.

SERIOUS FIRE ALERTED.

OPIMUM DIVAN KEEPER'S PROMPT ACTION.

The prompt action of the keeper of an opium divan at No. 28, Nulish Lane, Wanchai, saved a building from being destroyed by fire last night and probably the loss of many lives. The opium divan is situated on the ground floor of the building, and the flats above are occupied as dwelling houses. At about half-past eleven o'clock last night the opium divan keeper was about to turn in for the night when he saw a light through the partition, which indicated his compartment from the staircase which led to the floors above his building, burning brightly. He rushed out and found the staircase on fire, the flames creeping steadily but slowly up the stairway. He called to his wife in the divan, who went to his assistance, and together they battled with the flames, totally extinguishing it in about fifteen minutes. The police from No. 2 Police Station were notified of the occurrence, and Inspector D. Gurnley went out to investigate. He found the staircase saturated with kerosene oil and the place littered with wood shavings. After inquiries it was learnt that the building was not insured, so no suspicion could be settled on any of the inmates of the house. The conclusion arrived at by the police was that some evil-disposed person set fire to the place to get even with an enemy living on the premises. The police have taken the matter in hand.

TRADE SPECULATION.

H.P. CHOW FU'S OPPOSITION.

[From a Correspondent.]

Canton, 4th December.

H.E. Chow Fu is a man who apparently neither sleeps nor eats, but is ever busy himself thoroughly conversant with the general administration of the institutions in his new provinces, educational, judicial, and mercantile, but he is now in close consultation with the High Commissioner of Trade, Cheung Chan Fan, with the object of devising means of suppressing trade speculation. In the course of his first interview with him, H.E. said he much regretted to learn that the Cantonese people indulged so greatly in trade speculations. He found that these speculations most often resulted in very serious loss, and therefore he wished to see this form of speculation suppressed. With this object in view H.E. Chow Fu requested the High Commissioner of Trade to instruct the people, pointing out the risks they ran, and the ruin they might bring upon themselves, and he wished his objections to be communicated to the people.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory: On the 5th at 11.50 a.m.—The depression is still lying over Manchuria, and the barometer has fallen over China generally, particularly in the North. Pressure has given way also, and is low in the neighbourhood of S.E. Japan. The highest pressure is shown over Central China. The monsoon is interrupted in the North, and will become light in the Formosa Channel. Fresh to moderate monsoon is indicated over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, light to cloudy drizzling rain or mist.
2.—Formosa Channel, N.E. winds, moderate to light rain.
3.—South coast of China between Hongkong and Loochoo, same as No. 2.
4.—South coast of China between Hongkong and Hainan, same as No. 2.

CANTON-KUWLOON RAILWAY.

BRITISH CHINESE LOAN AGREEMENT.

PROTEST BY CHINESE CHAMBER OF COMMERCE.

[From Our Own Correspondent.]

Canton, 4th December.

A telegram from the Canton people residing at Shanghai was received by the Canton Chamber of Commerce, in which they asked the Canton people to devise means and to make a joint protest against the agreement of the loan for the Canton-Kowloon railway, by which it is said that much of the privilege of this railway will be taken by foreigners. On the 1st inst. a meeting was held in the Canton Chamber of Commerce, at which a resolution was passed to the effect that Chinese capitalists should subscribe to build this railway instead of raising a foreign loan, and that the Canton-Hankow Railway Company should be consulted with to aid the action. They will petition the Viceroy and the Peking Government on the matter and also inform the Chinese in foreign countries, so as to maintain the interest of this railway.

OPIMUM AND REFORM.

In spite of the fact that the regulations for the suppression of opium which were published in our columns on November 23 have formally received the Imperial sanction, have been officially communicated to the British Legation in Peking and have been circulated among the Viceroy, they still lack the force of an actual Edict. Until this formality is gone through, it would appear that the native Press is unwilling to comment upon the Regulations and to throw any light upon the feasibility of their enforcement. The omission is all the more regrettable as the subject of the suppression of opium-smoking, all important as it is to the welfare of China at large, has also a special bearing on the course of the present reform movement. This conspiracy of silence in the native Press and the openly sceptical attitude of Chinese officials and others towards the efficacy of the new Regulations do not augur well for the success of the campaign against opium. So long as public opinion, however, remains more or less inarticulate, as it does at present, in China, it would be idle to base conclusions on the reception accorded in any one quarter to the Government's line of action. We must, therefore, await patiently the formal issue of the Imperial Edict embodying the Regulations and watch the course of events after the expiry of a month from that date. In the meantime the position caused by the publicity given to the Regulations lends itself to much speculation. It is hard to account for the anomaly by which the Regulations are common-cited to the Legations in Peking, but are withheld from formal promulgation, unless it be desired to secure British co-operation in certain emergencies. Even so, there should be no delay at this stage, for the moment to enter into definite negotiations with the British Government will not arrive until China has shown herself able to carry the regulations into effect.

As a matter of fact the tenor of the document already sanctioned by their Imperial Majesties excludes the need of submitting it to any foreign Power, and the prolonged delay is being held, not without some justification, to indicate a hitch in the proceedings. In spite of a marked falling-off in the opium returns of the Customs in certain ports—in itself a welcome feature—there is no very satisfactory evidence forthcoming to prove that the average of the general consumption throughout the country is not being maintained. Even if we are able to find that the traffic in opium is stationary or actually on the decrease, the fact remains that the revenue derived from the drug forms a considerable item in the country's exchequer, and such a sum can hardly be surrendered by a stroke of the pen before provision is made to replace it from other sources. It would be well, therefore, if the Edict promulgating the Regulations were to contain some reference to the financial aspect of the problem as an indication of the bona fides behind the attempt to suppress the use of opium. Merely to prohibit free traffic in opium in order to establish, perhaps, a Government monopoly for revenue purposes will not only fail to secure for China any moral or physical advantage, but will seriously injure the prospects of reform and alienate sympathy in quarters from which she can derive practical assistance. As an argument against the existence of any desire to go back upon the spirit of the new opium Regulations it will be noted, on the authority of a native contemporary, that injunctions on the same lines have been issued by the Lichuenpu, Ministry of War, to both civil and military officials are commanded to give up the habit of smoking opium before the end of next year, while non-commissioned officers and men must free themselves from the habit within six months.

The significance of the opium regulations lies in the fact that their fate will form a safe criterion of the prospects of the whole reform movement. Not only is the elimination of the use of opium an important factor in the regeneration of China, but it is clear from the drastic nature of the Regulations that the Reform party has elected to stake its all on achieving this elimination. It would be unfortunate, therefore, if the Reformers were to fall through launching schemes which are ill-considered or premature. That there is a danger of this happening is to be gathered from reports regarding the progress of the educational movement throughout the country. Schools and colleges, we learn, are springing up in amazing profusion in certain districts, often out of proportion to the requirements or financial capacity of the neighbourhood. Meanwhile chaos reigns in educational matters generally, and it would seem that the Huaphu (Ministry of Education) in Peking has as yet failed to formulate a definite scheme of education for the country or possibly considers its functions limited to ordering the construction of school buildings. Well-wishers of China will despair of her progress, if those who are responsible for the Reform movement consider their duty done when they have merely indicated the lines on which reform should proceed. If they are sincere they must work out the details of each stage in their country's advancement and lend a helping hand to see that their recommendations are carried out.—N. C. D. News.

THE SHANGHAI DOCK CO. AND THE NEW GODOWN CO.

To the Editor of the

"SHANGHAI MERCURY."

Sir—In reference to the correspondence in the Dock Co.'s property and the decision of the shareholders at the meeting on the 27th inst to form a Godown Company I beg to express my satisfaction at the turn which things have taken. I am in accord with the Report of the Special Committee, and I think that the opinion of Messrs. Nielsen and Reid is scarcely to be weighed against that of commercial men like Messrs. Taylor, Marshall, Bridou, Barham, and De Gray. These gentlemen have calculated an earning of 7 per cent, but I can assure Messrs. Nielsen and Reid, and others who are opposed to the new scheme, that not only 7 per cent, but 30 and even 35 per cent, may be realised on the capital involved.

In this connection I may perhaps be allowed to relate a circumstance coming under my own notice. About 1865 a seafaring friend of mine in Hongkong told me that he was tired of the seafaring life and wished to put his small capital into some sort of business. I advised him to commence a godown business and he did so, with the result that on his death recently he was able to leave over a million dollars for the benefit of his family.

What are we to think of this?—I am, etc.,

Shanghai, 29th November.

Sir—I shall feel obliged if you will kindly supplement your very excellent report of the Dock meeting with the table enclosed herewith. Such a table ought of course to be quite unnecessary, were it not for the fact that at least a dozen level-headed business men in Shanghai cannot—or will not—grasp the simple problem of capital.

	Capital.	Profit.
105 godowns.....	Tls. 3,000,000	14 "
12 " " " " " "	2,600,000	14 "
105 steamers.....	3,000,000	10 "
12 " " " " " "	3,000,000	10 "
*105 houses.....	Tls. 3,000,000	14 "
**12 " " " " " "	3,000,000	14 "
* In the settlement.		
** At Kowloon.		

I am, etc.,

G. NIELSEN.

THE OLD DOCK PROPERTY.

BUILDING SITES.

West side of Dock..... feet.

Sheerleg to edge of Dock..... 22

(solid)..... 29

Edge of Dock to bottom tier..... 22

* available for building..... 51

From which to deduct for passage..... 10

Leaving a width of..... 41

N. to S. Length..... 410

Deduct space btm. 2 godowns..... 10

Leaving length from N. to S..... 400

Building area therefore 41x400..... 16,400 sq. ft.

Four floors at that space..... 4 sq. ft.

Storage of cargo average 7 ft..... 65,600 sq. ft.

459,200 c. ft.

Less to be deducted:

30 per cent. for passage ways for coo-

lies to carry cargo and for spaces be-

tween each lot of goods..... 137,760

20 per cent. for broken stowage loss, thick-

ness of walls and pillars and distance

goods have to be kept off from walls

to guard against damp..... 91,840

Actual storage capacity..... 229,600

East side of Dock..... Feet

Keckchong Rd. to edge of Dock (solid)..... 116

Edge of Dock to bottom tier (steps)..... 32

Width available for building..... 148

Less for passage..... 10

Leaving a width of..... 138

Length N. to S..... 410

Less for space between 4 godowns..... 40

Leaving length of..... 370

Building area there- fore 138 x 370..... 51,060

Four floors at that sur- face..... 4

Storage, average 7 feet high..... 204,740

1,429,680 cub. ft.

Less to be deducted:

30% for passage ways for coo-

lies to carry cargo, and for space between

each lot of goods..... 428,904

20 per cent. for broken stowage loss, thick-

ness of walls and pillars, and distance

goods have to be kept from walls to

guard against damp..... 285,936

Actual storage capacity..... 714,840 cub. ft.

Therefore:

2 Godowns on West- ern site..... 229,600 cub. ft.

4 Godowns on East- ern site..... 714,840 "

Total storage capacity on entire Old Dock property..... 944,440 cub. ft.

As against Mr. Taylor's 2,700,000 cubic feet; and the shareholders might deplore the speaker from Shanghai for over if he proved wrong (Laughter). Even his figure was far too high, for every inch of ground which could be used, and every cubic foot was supposed to be occupied every day of the year!

Sir—Your correspondent "J. M. G." gives us the assurance that "30 and even 35 per cent, may be realized on the capital involved" in the proposed Godown Co. I reply that no man even a "commercial" man can give us such a assurance; assurances easily made, quickly vanished.

Messrs. Taylor, Marshall, Bridou, Barham, Burkill and De Gray as compared with Messrs. Nielsen and Reid are greater men; this is one argument in favour of the new scheme.

The facts presented and made public by Mr. Nielsen have impressed me as more minute and comprehensive, and trustworthy than the "calculations and conclusions of the above named great men": this is my reason against the scheme. It is a case of figures and facts rather than of comparative greatness of personalities.

The fact cited by your correspondent is an irrefutable argument for the new scheme—I am willing to acknowledge.

In my humble way I have presented a fact—a mathematical formula—against the scheme as follows:—730,000 cubic feet! Tls. 27,500; 1,875,000 cu. ft.: Tls. 75,000. When I began to investigate the data of the Yangtze Company and the new Company, I did not know what the result would be. I was willing to take the result, either for or against the new scheme. I hence was found against the scheme as the facts were against it. You may, if you please, mark my personality as zero, but not the mathematical formula.

One other thing should be borne in mind: the capital of the Yangtze Company is marked at Tls. 250,000 (with no debentures), and of the new Company as Tls. 1,350,000 (with debentures of Tls. 220,000). It is this that hinders a large income for the new Company, though the men connected with the new Company are great men. If the deficiency of the funds will be supplied by these men, then it may be induced to accept the new scheme.—I remain, etc.,

Shanghai, 30th November.

GILBERT REID.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Raubs \$83, Kowloon Wharves \$91, Shanghai Docks 103, Hongkong Lands \$104, China Providents \$9.15, Green Island Cement 103, Electric \$15, Watsons \$11.60.

Sellers:—Hongkong Banks \$805, Cantons \$300, China Fires \$95, Macao Steamboats \$273, China and Manilla \$23-Douglases \$40, Shell Transport 317, Hongkong Docks \$150, Shanghai Docks 104, West Point 350, Humphreys Estate \$13, Hongkong Cottons \$13, China Light and Power \$10, Powells \$8, Laundries \$51.

Sales:—Hongkong Banks \$805, Indo-China \$83, Kowloon Wharves \$91, Shanghai Docks \$103, Green Island Cement \$10, Electric \$15.

Nominal—Union Insurance \$762, Hongkong Fires \$335, China Sugars \$140, Hongkong Wharves \$1230, Hongkong Hotels \$112, Dairy Farms \$17, Tramways \$215.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY, the 11th December, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

THE FOLLOWING BOOKS:—

ENCYCLOPEDIA BRITANNICA 10th Edition.—36 Vols. with Revolving Bookcase.

CENTURY DICTIONARY with Atlas and Dictionary of Proper Names.—6 Vols. with Bookcase.

LIBRARY OF FAMOUS LITERATURE 20 Vols.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th December, 1906. [117]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY, the 11th December, 1906, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

HOUSEHOLD FURNITURE, comprising:—

TEAKWOOD WARDROBES and SIDE-BOARDS with BEVELLED GLASS, TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.;

Also

One SEMI-GRAND and One COTTAGE PIANO.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th December, 1906. [1170]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, ON

TUESDAY and WEDNESDAY, the 12th and 13th December, 1906, at 10 A.M. each day, at

H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE and CONDEMNED STORES, comprising:—

LATHE, TURNABLE BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, IN-CLINED HAND LAMPS for SEARCH-LIGHT PROJECTORS, OLD METAL, IRON, PAPER-STUFF, CANVAS, FURNI-TURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, PROVISIONS, OFFICERS' MESS TRAPS, TOBACCO, &c., &c., &c.

Catalogues may be had on application.

TERMS OF SALE:—As customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 5th December, 1906. [1168]

To-day's Advertisements.

By ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION, ON

THURSDAY, the 20th day of December, 1906, at Noon, at their

Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, IN ONE LOT.

All that PIECE or PARCEL OF GROUND with frontages to Carnarvon, Granville and Kimberley Roads, registered in the Land Office as KOWLOON INLAND LOT No. 540, held for the residue of a term of 75 years created by the Crown Lease thereof dated 3rd October, 1888, together with the messuages or dwelling houses, known as Nos. 1, 2, 3, 4, 5, 6 and 7, Ormsby Terrace, and 1, 2, 3 and 4, Ormsby Villas.

Annual Crown Rent \$566.

Area 123,322 sq. ft.

Particulars and Conditions of sale may be obtained from

Messrs. EWENS & HARSTON, Vendor's Solicitors, or from

The Auctioneers.

Hongkong, 5th December, 1906. [1167]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong, Kowloon and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY until 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 11th December, at 9.30 A.M.

All Claims must reach us before the 18th of December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

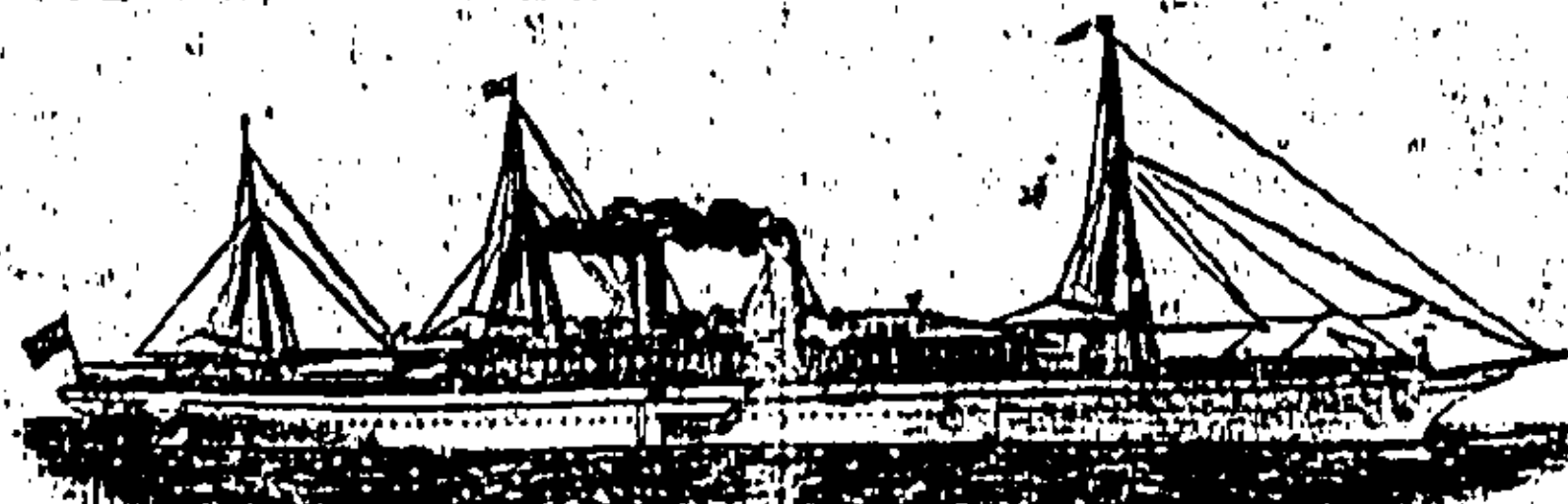
Hongkong, 5th December, 1906. [12]

THE H. A. L. Steamship

"AMBRIA,"

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functuality.

The only Line that maintains a Regular Schedule of service under eleven days across the Pacific is the "Empress Line." Saving 5 to 10 days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF JAPAN".....6,000	THURSDAY, December 20th.....January 7th
"TARTAR".....4,425	WEDNESDAY, January 10th.....February 2nd
"EMPRESS OF CHINA".....6,000	THURSDAY, January 17th.....February 4th
"MONTEAGLE".....6,163	WEDNESDAY, January 23rd.....February 16th
"EMPRESS OF INDIA".....6,000	THURSDAY, February 14th.....March 4th
"ATHENIAN".....3,882	WEDNESDAY, February 20th.....March 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
Hongkong, 30th November, 1906. D. W. ORADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG*	FRIDAY, 7th Dec., 4 P.M.
SHANGHAI.....	CHOYSANG†	SATURDAY, 8th Dec., 4 P.M.
SANDAKAN.....	MAUSANG†	FRIDAY, 14th Dec., Noon.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th December, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"NANCHANG"†	6th December.
YOKOHAMA and KOBE.....	"OHANGSHA".....	13th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon
RUBI.....	2540	R. Almond.....	"	SATURDAY, 15th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL,
(With Liberty to Call at the Malabar Coast).

Steamship	About
.....	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
AMBRIA.....15th December.	RHENANIA.....14th December.
SPEZIA.....15th December.	C. FERD. LAEISZ.....23rd December.
SAMBIA.....25th December.	ANDALUSIA.....3rd January.
SILESIA.....2nd January.	HOHENSTAUFEN.....11th January.
SCANDIA.....1st February.	SPEZIA.....25th January.
HABSBURG.....3rd March.	SILESIA.....8th February.
RHENANIA.....1st April.	SCANDIA.....22nd March.
FOR SHANGHAI & CHINKIANG, KOWLOON.....6th Dec., 4 P.M.	HABSBURG.....5th April. [113]
FOR CALCUTTA.	
ARCADIA.....7th December.	
Hongkong, 5th December, 1906.	

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Woolenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to

MCGREGOR BROS. & GOW,
Hongkong, 22nd November, 1906. [112]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Seller, will be despatched as above, on about MONDAY, the 10th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd December, 1906. [11]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO-MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager,
York Building.
Hongkong, 14th November, 1906. [84]

Intimations.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Klotz, Klotz, Klotz, Klotz, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a short time, of a few days only, removes all the morbid humors, purifies the blood, and restores the system to its normal state. It is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure.

THERAPION No. 2 is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure.

THERAPION No. 3 is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure. It is a powerful purgative, and its action is rapid and sure.

THERAPION is sold by the principal Chemists and Druggists throughout the world. Price in England 2/6 and 4/6. In order to state which of the three numbers is required, and observe above "Trade Mark," which is a facsimile of the word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package of the French "THERAPION" Commission, and without which it is a forgery.

Sold by all Chemists. [10]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS.

THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties—

Sweet, Plain, (Unsweetened) Wholemeal.
H. RUTTONJEE,
Hongkong and Kowloon.
Hongkong, 12th June, 1906. [84]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

Notices of Births, Deaths, and Marriages

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily, should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken, PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

NEW BRIDGES FOR SHANGHAI.

THE CONTRACT SECURED BY MESSRS.
HOWARTH, ERKINE & CO.

On Saturday we (*Strait Times*) announced that Messrs. Howarth, Erskine and Company, of Singapore, had been ordered by the Shanghai Municipal Council to erect two new steel bridges at Shanghai at a cost of two hundred and twenty thousand dollars. The Shanghai Municipality have decided to do away with the old and insecure wooden structures known as the Garden and Chekiang bridges and replace them with new steel structures.

The new Garden bridge will be a massive structure of an ornamental design in keeping with the artistic surroundings of the Bund and will, when completed, consist of two spans of over one hundred and seventy feet each, with a main roadway of forty feet width along each side and a footway of ten feet width. Provision is made to run a double line of tram cars in the centre of the main roadway, while the entire road surface will be paved with hardwood blocks. There will be over eight hundred and sixty tons of steelwork in this bridge before it is completed.

The Chekiang bridge is of the lenticular girder type, and is to have a span of one hundred and ninety-six feet. It is also of massive construction to take the load of running tram cars as well as the pedestrian and heavy street traffic. The weight of the steelwork in this bridge will be over three hundred and sixty tons. A feature in the erection of these bridges will be the method adopted in carrying on uninterruptedly the existing road and water-borne traffic, and this will be no small task when one considers the amounts there really are at these points.

We congratulate Messrs. Howarth, Erskine, Limited, on having obtained this contract in open competition with the leading firms, and we wish them every success in its accomplishment.

THE MAGNETIC NORTH.

When Dr. Nansen visited this country after his last long sojourn in the Arctic night, he pointed out that he had left nearly four degrees between his "Farthest North" and the Pole itself to be covered by English enterprise. The margin has been twice reduced in the intervening years—on the first occasion by the Duke of the Abruzzi's expedition, and on the second (that which is reported to-day) through the indomitable persistence of Commander Peary. That gallant American sailor has crowned his fifth expedition into the unknown by reaching a latitude of 87 deg. 6 min. N., or within 203 miles of the spot which eye hath not seen but towards which human wonder struggles with an indefatigable yearning. Commander Peary's success (for in this connection success is still expressed in degrees of failure) has filled his countrymen with a very excusable gratification. The Arctic "record" (play that so debased a word should have to be applied to a noble enterprise) has been achieved by "an American explorer, an American vessel, and an American route," and Englishmen will add their congratulations all the more cordially with the knowledge that the captain of the good ship *Reverell* chose to man her with a Newfoundland crew. The journey has produced additions to the lore of geography of which only a vague impression is yet conveyed by the brief telegraphic reports of its experience. Land boundaries have apparently been discovered which will set the map-makers to work again, and on the recondite subject of ocean currents Commander Peary will have further addition to make to that important body of facts which was brought home by Dr. Nansen. The steady progress of the art of exploration is shown by the successful provision against contingencies through which the leader of this latest venture has been able to return with the whole membership of his expedition safe and sound. Violent gales interfered with certain of its plans, and one of the supporting parties was rescued only when it had reached the confines of starvation. But Peary, like Nansen, has avoided paying the tribute of life either to disease or hardship, and has thus done much to weaken the objections which Philistine philosophy is too prone to urge against the prosecution of Arctic adventure.

The new "record"-holder of the Far North will have something to say, doubtless, on the possibilities of ultimately reaching the Pole as they seem to be affected by his own exploit. That the boundaries of the "undiscovered country" have been pushed backwards by nearly sixty miles in ten years encourages further persistence in the dream of a century. On the other hand the obstacles to sledge-travel for more than a certain distance from their base, of which both Peary and Nansen have gained such full experience, inspire obvious doubts as to the remaining two hundred miles being within the compass of possibility. Speculation may turn again towards the balloon or airship plan, and it is noteworthy that the tragedy of Acadie's fate has not prevented other projects of a similar kind from being pressed forward. Mr. Wellman proposes to make his start by the aerial route next year, and his scheme would appear to involve the conjoint potentialities of brilliant success and hopeless disaster. With good fortune a dash across the Pole might be conceivably possible where there are no weary weeks to be consumed in the labours of painful and arduous transport; at the same time, such a gale as Commander Peary encountered beyond the 85th parallel would presumably mean the end of all things for the aeronaut who fell in with its tender mercies. In any case, the pursuit of the Pole will not cease to allure the energies of the harder nations and of those peoples who aspire to lead the world either in Empire or knowledge. It is a symptom of degeneracy.

wherever such enterprise comes to be lighted as a mere form of infatuation. Arctic exploration is to no purpose a fruitless expenditure of life and energy in the cause of vain glory. It holds the key to many secrets for which Science is clamorous, and its risks are only those which race with the instinct of conquest are ever ready to court for their ideals. The Arctic field is almost neglected just now by Englishmen, though we can happily point to the records of the *Discovery* and the *Scotia* at the earth's other extremity in proof that the spirit of Franklin, Parry, McClure and Nares is not extinguished. The great ice wars are not the least important test of national vitality, and if the races for the Poles are never to be won, the country which can claim to be foremost in them still holds no empty honour. *Pail Mail Gazette.*

OCCULTISM BREAKS UP A HOME.

THE CHROMOSCOPHIST'S PREDICTIONS.

The occult figured largely in a case which came before the Divorce Court yesterday, (Nov. 2) and in which Mrs. Sarah Ann Hunt, who now lives in Shepp, brought a judicial separation from her husband, Mr. Albert Hunt who is manager of a steamship company, and lives at Southampton, on grounds of cruelty.

In the witness-box the lady, who was married in 1891, told how she first separated from her husband in 1907. There had been financial disputes, and quarrels had arisen, too, because of her attendance at occult lectures by Mme. Cavallier who was sometimes referred to as Zuleika.

There was a reconciliation, but things did not go smoothly after that. Once when they were living on their houseboat the lady said that her husband came along in a dinghy and made "unpleasant suggestions" about her and the skipper. She fled in London. And finally, in the early part of this year there came the definite parting.

SPIRIT COMMUNICATIONS

Then began an interesting interrogation about spiritualistic phenomena. Mr. Duke, K.C., the husband's counsel, wanted to know if the lady believed that spirits communicated with her. The lady hesitated but counsel was insistent. "It is impossible for me to decide," she said at last.

Did you tell your husband that a spirit had stood by you and told you you would never be happy?—No.

She did not believe, she said, that she and her husband were "destined" never to be happy together.

Did you tell your husband that the spirit of one of your brothers had stood beside you and spoken to you?—Yes, I did tell him that.

Did you believe it?—It was an extraordinary experience.

During 1900 did you believe that you had received trustworthy information that your husband must die that year?—My husband's death during that year was prophesied.

And perhaps, she said, Dr. Riggall—"whom I must have told"—informed her husband.

The judge was anxious to know who was the prophet of the prophecy which died off, and the answer showed it was Mme. Cavallier.

When he didn't die in 1900, was it prophesied that he must die in 1901?—There was no answer.

Did you tell him that the prophecy was certain to take place in that year?—No.

Did you believe in the prophecy?—Yes, at the time.

HEAL THE CHROMOSCOPHIST.

The lady denied that from 1901 to 1902 she was continually telling her husband she wished he would drop dead—although she admitted to the judge that she made some such observation on an occasion when her husband "broke open the bedroom door."

A reference to "other astrologers and occultists" prepared the way for Mr. Heal. "Mr. Duke had discovered in the lady's diary in January this year the entry:

Epiphany, 1902-1906.
Heal's Reply.

"What is Heal?" asked counsel.

The answer came, but no one caught it. The question was repeated, and while the Court listened intently, the lady spelled the answer very, very slowly:

A CHROMOSCOPHIST.

Mr. Duke was mystified. "Perhaps," he said in his suave manner, "you can tell me what it means?"—"I think," replied the lady, "it would be called a colour spell."

A COINCIDENCE.

Did he exercise his vocation with a view of guiding people in their future conduct?—Yes.

"Epiphany, 1902-1906," said Mr. Duke, reading the entry again, "does not that about coincide with the dates on which you left your home?"—I don't know.

The reference she said, a moment later suggested nothing to her.

Years before her husband had insisted on her leaving Mme. Cavallier.

Did you apologise to her?—I apologised because of an insolent letter he wrote.

DWARFING HER "SOUL LIFE."

She admitted having told her husband that he hindered the development of her soul-life, that he stunted her individuality and that "I was not free to investigate."

The judge joined in. "Have you consulted this sort of people since your separation?" he asked.—Oh, yes, once or twice I have.

Up to now?—Yes.

The end of it all was that when Mr. Le Bds, the lady's counsel, remarked, "That is the case," the judge observed, "There is no case," dismissed the wife's petition, and granted the husband's cross-petition for a restitution of conjugal rights.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2 1/2 15/16
Do. demand	2 1/2 15/16
Do. 4 months sight	2 1/2 7/16
France—Bank T.T.	2 1/2 15/16
Germany—Bank T.T.	2 1/2 15/16
India T.T.	2 1/2 15/16
Do. demand	2 1/2 15/16
Shanghai—Bank T.T.	2 1/2 15/16
Japan—Bank T.T.	2 1/2 15/16
Java—Bank T.T.	2 1/2 15/16

Shipping.

Arrivals	Departures
Prinz Eitel Friedrich, Ger. s.s., 8,865, E. Mat- chow, 4th Dec.—Bremen 24th Oct., and Singapore 30th Nov. Mails and Gen.—M. & Co.	Hue, Fr. s.s., 705, J. Pannier, 4th Dec.— Haiphong 1st Dec. Rice, Pigs and Gen.— A. R. M.
Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
Brand, Nor. s.s., 1,020, M. Evensen, 5th Dec.— Canton 4th Dec. Ballast.—Aagaard, Thoresen & Co.	Siam, Br. s.s., 902, R. A. Rinas, 5th Dec.— Shanghai 2nd Dec. Ballast.—Mr. Gen. McBain.
Palsheden, Am. gunboat, 600, F. Thesdahl, 5th Dec.—Manila, P. I. 1st Dec.	Onsane, Br. s.s., 1,787, D. Christie, 4th Dec.— "Alcutra 10th Nov. Coal.—M. B. K.
Koun Maru, Jap. s.s., 1,876, Y. Minamitaka, 4th Dec.—Moji 1st Dec. Gen. and Coal.— Fukusui & Co.	Signal, Ger. s.s., 1,876, Y. Minamitaka, 4th Dec.—Hohow 3rd Dec. Ballast.—I. & Co.
Ambria, Ger. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Nisrin Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.
Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.

Shipping.

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Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
Brand, Nor. s.s., 1,020, M. Evensen, 5th Dec.— Canton 4th Dec. Ballast.—Aagaard, Thoresen & Co.	Siam, Br. s.s., 902, R. A. Rinas, 5th Dec.— Shanghai 2nd Dec. Ballast.—Mr. Gen. McBain.
Palsheden, Am. gunboat, 600, F. Thesdahl, 5th Dec.—Manila, P. I. 1st Dec.	Onsane, Br. s.s., 1,787, D. Christie, 4th Dec.— "Alcutra 10th Nov. Coal.—M. B. K.
Koun Maru, Jap. s.s., 1,876, Y. Minamitaka, 4th Dec.—Moji 1st Dec. Gen. and Coal.— Fukusui & Co.	Signal, Ger. s.s., 1,876, Y. Minamitaka, 4th Dec.—Hohow 3rd Dec. Ballast.—I. & Co.
Ambria, Ger. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Nisrin Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.
Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.

Shipping.

Arrivals	Departures
Prinz Eitel Friedrich, Ger. s.s., 8,865, E. Mat- chow, 4th Dec.—Bremen 24th Oct., and Singapore 30th Nov. Mails and Gen.—M. & Co.	Hue, Fr. s.s., 705, J. Pannier, 4th Dec.— Haiphong 1st Dec. Rice, Pigs and Gen.— A. R. M.
Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
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Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
Brand, Nor. s.s., 1,020, M. Evensen, 5th Dec.— Canton 4th Dec. Ballast.—Aagaard, Thoresen & Co.	Siam, Br. s.s., 902, R. A. Rinas, 5th Dec.— Shanghai 2nd Dec. Ballast.—Mr. Gen. McBain.
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Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
Brand, Nor. s.s., 1,020, M. Evensen, 5th Dec.— Canton 4th Dec. Ballast.—Aagaard, Thoresen & Co.	Siam, Br. s.s., 902, R. A. Rinas, 5th Dec.— Shanghai 2nd Dec. Ballast.—Mr. Gen. McBain.
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Ambria, Ger. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Nisrin Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.
Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.

Shipping.

Arrivals	Departures
Prinz Eitel Friedrich, Ger. s.s., 8,865, E. Mat- chow, 4th Dec.—Bremen 24th Oct., and Singapore 30th Nov. Mails and Gen.—M. & Co.	Hue, Fr. s.s., 705, J. Pannier, 4th Dec.— Haiphong 1st Dec. Rice, Pigs and Gen.— A. R. M.
Daiya Maru, Jap. s.s., 1,754, Aikawa, 4th Dec.— Moji 20th Nov. Coal.—M. B. K.	Germania, Ger. s.s., 1,754, H. Lorenzen, 4th Dec.—Bangkok 20th Nov. Rice.—J. & Co.
Shanghai, Br. s.s., 1,707, F. D. Northcote, 4th Dec.—Shanghai 1st Dec. Gen.—B. & S.	Pronto, Nor. s.s., 818, Seeberg, 4th Dec.— Newchwang and Chong 12th Nov. Gen.— Aagaard, Thoresen & Co.
Brand, Nor. s.s., 1,020, M. Evensen, 5th Dec.— Canton 4th Dec. Ballast.—Aagaard, Thoresen & Co.	Siam, Br. s.s., 902, R. A. Rinas, 5th Dec.— Shanghai 2nd Dec. Ballast.—Mr. Gen. McBain.
Palsheden, Am. gunboat, 600, F. Thesdahl, 5th Dec.—Manila, P. I. 1st Dec.	Onsane, Br. s.s., 1,787, D. Christie, 4th Dec.— "Alcutra 10th Nov. Coal.—M. B. K.
Koun Maru, Jap. s.s., 1,876, Y. Minamitaka, 4th Dec.—Moji 1st Dec. Gen. and Coal.— Fukusui & Co.	Signal, Ger. s.s., 1,876, Y. Minamitaka, 4th Dec.—Hohow 3rd Dec. Ballast.—I. & Co.
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Koun Maru, Jap. s.s., 1,876, Y. Minamitaka, 4th Dec.—Moji 1st Dec. Gen. and Coal.— Fukusui & Co.	Signal, Ger. s.s., 1,876, Y. Minamitaka, 4th Dec.—Hohow 3rd Dec. Ballast.—I. & Co.
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Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.	Macao Maru, Jap. s.s., 1,079, W. Schirhammer, 4th Dec.—Singapore 27th Nov. Gen.—H. A. I.

stadi. Mrs. T. C. Swaby, Messrs. R. Todzuka,
A. Thaler, Ubanobura, Capt. Lieut. Widemann,
Mr. Werner, Mr. and Mrs. A. M. Wakeman,
Mr. and Mrs. D. O. Wickham, Messrs. K. H.
Yee, and Capt. Lieut. Z. Spo etti

Shipping Reports.

Sir. Pathfinder from Manila.—The NE. mon-
soon blowing strong with heavy beam seas,
whilst crossing the China Sea.

Sir. Onang from Calcutta.—Fresh NE. wind
and high rough sea to Lat. 12° N, thence to
port moderate wind and corresponding sea.

Vessels in Port.

Amigo, Ger. s.s., 882, N. Baltzer, 3rd Dec.,— Pakhoi 1st Dec., and Hoihow 2nd Dec., Pigs and Gen.—J. & Co.	Anghin, Ger. s.s., 1,218, Chr. Kumpel, 3rd Dec.,—Bangkok 23rd Nov., and Hoihow 1st Dec., Rice.—B. & S.
Bellerophon, Br. s.s., 797, T. Bartlett, 1st Dec.,—Shanghai 28th Nov., Gen.—B. & S.	Bourbon, Fr. s.s., 900, La Ball, 30th Nov.,—

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Bordon, will be despatched for
MARSEILLES on TUESDAY, the 11th
December, at 1 P.M.
This steamer connects at Colombo with the
Australian line a.s. *Armand Beke* bound for
Marseilles via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *POLYNESIE* 25th December.
S.S. *CALEDONIE* 18th January.
S.S. *SALAZAR* 15th January.
S.S. *OCEANIE* 15th February.
S.S. *TOURANE* 22nd February.

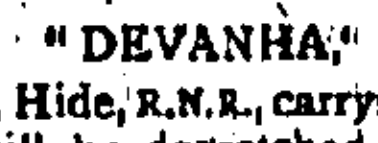
G. DE CHAMPEAUX,
Agent.
Hongkong, 30th November, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship



Captain T. H. Hide, R.N.R., carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 15th Decem-
ber, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Moldavia*, 9,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valables, all Cargo for France
and Genoa for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, with Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*,
due in London on 26th January, 1907.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th December, 1906. [14]

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906. [13]

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$10,250,000 \$30,000	\$1,712,472	{ \$1.15/- @ Ex. 2/12 = \$16.47 for first half year 1906	51 1/2 %	{ \$805 sales London 28 1/2
National Bank of China, Limited	100,000	£7	£6	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905	...	147
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$20,000	\$233,638	\$20 for 1905	64 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 1/2 %	Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$7,000,000 \$40,000 \$33,931 \$1,135,844 \$1,669,479 \$800,378 \$15,527	\$2,792,271	Interim div. of 3/- for 1905	41 1/2 %	176 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$200,000 \$800,000	\$508,334	\$12 and 5/- special dividend for 1904	8 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$200,000 \$20,000 \$180,000	\$344,098	\$6 for 1904	64 1/2 %	\$95 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000 \$250,000 \$1,000,000	\$422,618	\$25 for 1904	7 1/2 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	70,000	\$25	\$25	\$6,000 \$264,638	\$6,563	\$1 1/2 for 1905	64 1/2 %	\$23
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$500,000 \$500,000 \$0	Nil.	\$2 1/2 for year ended 30.6.1906	64 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$144,386 \$455,614	\$5,464	\$1 for 1st half year 1906	7 1/2 %	\$17
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$3,999 \$3,999 \$0	£2,452	10/- @ ex. 2 1/2 9/16 = \$4.69	6 1/2 %	\$80
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 20,000 \$400,000 \$380,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 2 1/2 a/c 1906	9 1/2 %	Tls. 34 sales
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,144 \$4,144 \$0	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 10 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$0	\$28	{ \$1.50 for year ending 30.4.1906	4 1/2 %	\$26 buyers \$17 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 38,000 Tls. 38,000 \$0	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	Tls. 4 1/2
PREMIERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	\$850,000 \$450,000 \$400,000	\$40,914	Final of \$15 making \$2 1/2 for 1905	17 1/2 %	\$140
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none \$100,000 \$100,000	\$132,588	\$1 for 1897	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 10.9.04	4 1/2 %	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000 \$26,011	£22,546	{ Final of 1/- (No. 2) making 2 1/2 for year ended 28.2.06	7 1/2 %	Tls. 10 1/2 buyers
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none \$18,110	G \$909,050	Final of 50 cents making G \$1 for 1905	8 1/2 %	G \$12
Quebec Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$84
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$1 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000 \$67,100 \$432,900	\$20,046	\$2 1/2 for a/c 1906	64 1/2 %	\$90 sa. & buyers
Long and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	\$49,500	\$99,087	\$6 for first half year ending 30.6.06	8 1/2 %	\$150
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$66,000	\$2,221	\$1 for 1905	64 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 512,790	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 32,000	Tls. 57,063	Interim div. of Tls. 8 on account 1906	64 1/2 %	Tls. 227 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none \$30,000	none	First year	10 1/2 %	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$25,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$50 sales
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905	13 1/2 %	\$20 buyers
Do. (new issue)	24,000	\$15	\$15	none		7 1/2 on \$7 1/2 for 1905	...	\$16 1/2
Do. (Founders')	123	\$15	\$15	\$1,845		None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$19,075	\$10,957	\$5 for first half year for 1906	9 1/2 %	\$12 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$500,000 \$500,000 \$0	\$67,839	Interim div. of \$3 1/2 account 1906	64 1/2 %	\$104 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 1,935	Final of 6 1/2 = 10 1/2 for 1905	10 1/2 %	Tls. 18 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,000 \$0	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Lumpreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 1/2 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	64 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	25,000	Tls. 50	Tls. 50	Tls. 860,493 Tls. 170,000	Tls. 54,194	Tls. 3 for half year 1906	5 1/2 %	Tls. 97 sellers
Do. (new issue)	25,000	Tls. 50	Tls. 50	none	\$772	Interim div. of \$2 account 1906	5 1/2 %	Tls. 56
West Point Building Company, Limited	12,500	\$50	\$50	none				
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.12.1905	10 1/2 %	Tls. 74 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$100,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 30,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	9 1/2 %	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	8 1/2 %	Tls. 92 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,086	Tls. 25 for 1905	21 1/2 %	Tls. 335 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$100
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$814	\$856	1/3 per share for 1905	9 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	10 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$30
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$25
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$3,555	\$1.50 for year ending 31.7.1906	7 1/2 %	\$17 sellers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$210,000 \$500,000	\$52,291	Int. div. of 75 cents for 1st year ended 30.6.06	10 1/2 %	\$10 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$2 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 165 cents for 10 months ending 28.2.06	8 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,706	Int. div. of \$2 for 10 months ending 18.12.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1st year ended 30.6.06	8 1/2 %	\$230
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 1/2
Manschappij tot Mijne, Bosch- en Landbouwer- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 542,500 Tls. 27,603	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.12.06	9 1/2 %	Tls. 277 sales
Philippine Company, Limited	67,500	\$10	\$10	none	De P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 16,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	64 1/2 %	Tls. 110
Do. (new)	8,000	Tls. 50	Tls. 50	Tls. 16,000	Tls. 11,017	Tls. 6 for 1904	13 1/2 %	Tls. 47 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 41,000 Tls. 37,000 Tls. 4,000	Tls. 9,751	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 125 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 Tls. 24,820 Tls. 20,180	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 85,592	{ Interim div. of 15/- for 1st year 1906 Interim div. of 5/- for 1st year 1906	...	Tls. 150 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 16,350	Tls. 11,017	None	...	Tls. 250 sellers
South China Morning Post, Limited	7,920	£20	£20	none	Dr. \$41,934	50 cents for year ended 31.5.05	8 1/2 %	\$6
Team Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 205 sellers
Wentworth Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	{ 70 cents for year ended 31.5.1906	8 1/2 %	\$9
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	Interim of 40 cents for account 1906	64 1/2 %	\$1 1/2
Do. (Founders')	100	\$10	\$10	\$100,000 \$25,000	\$7,734	{ Final of 30 cts. making 80 cts. for 1906 year ended 30th June, 1906	10 1/2 %	\$8
Watson, (A. S.) & Co., Limited	100,000	\$10	\$10	\$100,000 \$25,000	\$7,734			
William Powell, Limited	15,000	\$10	\$10	\$15,000	\$182			
DIVIDENDS PAYABLE :-								
Langkats (4th interim)							Tls. 7 1/2	December 1906